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Public Comments on Aviation Communications:=====

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Comment: I am a "weekend recreational flyer"; one hour or two per month, VFR, daytime, less than 100 miles, 100 horsepower single engine. There are many of us, for whom the 121.5 MHz ELT is a safety feature, but not a serious need. If I were to have an emergency landing (remember; VFR/daytime) it would likely be in sight of someone, very likely in shouting-distance of a house and a 121.5 ELT would still do its job of helping SAR find me.

But, requiring me to change to the 406 MHz ELT would cost me \$1000 for the unit and \$120/hour labor to install it. That is a significant cost. And what does anyone (other than the radio shop) gain from this?

May I suggest a compromise. Discontinue the sell of the 121.5 ELT's, encourage the development of 1 for 1 replacements of the existing units ("slide out, slide in") with 406 ELT's, and allow the small aircraft GA community to phase in the new units.

I would certainly replace my current ELT with a 406 MHz unit, if my current unit failed. I simply object to doing it NOW, by decree. If I felt endangered, I would supplement my flight with a \$400 Personal Locating Beacon.

If you will recall, a Lear jet crashed near Lebanon, NH and was not found for years - they did not even have a 121.5 MHz ELT. Why is a million dollar plane excused, but my \$15000 C-150 requires a \$1500 upgrade?

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